

In the Specification:

Please amend the specification as follows:

[0001] Applicants hereby ~~claims~~claim foreign priority benefits under U.S.C. § 119 of Japanese Patent Application No. 2003-20286, filed on January 29, 2003, and the content of which is herein incorporated by reference.

[0006] ~~These~~The basic fuel injection quantity for vehicle speed limit and ~~the~~ accelerator requested injection quantity are compared to each other and the smaller of them is selected as the vehicle speed limit injection quantity that will be actually injected into the engine.

[0007] With the control device described in Japanese Patent Application Laid-open No. H10-250408, the vehicle speed is prevented from overshooting and exceeding the limit vehicle speed by finding the proportional term and integral term from the difference between the target acceleration value and ~~actual aeeeleration~~acceleration value, rather than from the difference between the limit vehicle speed and actual vehicle speed, and determining the basic fuel injection quantity for vehicle speed limit from ~~these~~the proportional term and integral term.

[0010] In order to attain the above-described object the present invention provides a fuel injection quantity control device for limiting a fuel injection quantity so as to prevent vehicle speed from exceeding the set limit vehicle speed, this device comprises[:]
vehicle speed detection means for detecting the vehicle speed; gear position detection means for detecting a gear position; engine revolution speed detection means for detecting an engine revolution speed; accelerator opening degree detection means for detecting an accelerator opening degree; target acceleration value computation means for deriving a basic target acceleration value corresponding to the difference between the set limit vehicle speed and an actual vehicle speed from a map, finding in a map an upper limit value and lower limit value of the basic target acceleration value for each gear position, limiting the basic target acceleration value with the upper limit value and lower limit value, and determining a target acceleration value; basic fuel injection quantity for vehicle speed limit computation means for determining a basic fuel injection quantity for vehicle speed limit by feedback computation from the difference between the target acceleration value determined with the target acceleration value computation means and the actual acceleration value; an accelerator required injection quantity computation

means for computing an accelerator required injection quantity from the engine revolution speed and accelerator opening degree; and vehicle speed limit injection quantity computation means for selecting the smaller of the basic fuel injection quantity for vehicle speed limit and the accelerator required injection quantity and setting it as a fuel injection quantity for vehicle speed limit that will be actually injected into the engine.

[0031] On the other hand, a map M2 for determining the upper limit value of the target acceleration value corresponding to the gear position and a map M3 for determining the lower limit value are provided in target acceleration value computation means.

[0032] In map M2, the upper limit value tends to decrease with an increase in gear position. In map M3, the lower limit value tends to increase with an increase in gear position. In map M3, the lower limit value assumes a negative value and the absolute value thereof decreases and approaches 0 as the gear position increases.

[0033] In maps M2 and M3, a gear position (Gear Position) is inputted, the upper limit value and lower limit value are found, and ~~those~~the upper limit value and lower limit value are inputted into a limit unit 12. In the limit unit 12, the basic target acceleration value inputted from the map M1 is compared with the upper limit value and lower limit value and a target acceleration value is determined. More specifically, when the inputted basic target acceleration value is larger than the upper limit value, the upper limit value is outputted as a target acceleration value (Vehicle Speed Target Acceleration), and when the inputted basic target acceleration value is less than the lower limit value, the lower limit value is outputted as a target acceleration value (Vehicle Speed Target Acceleration). Furthermore, when the inputted basic target acceleration value is between the lower limit value and upper limit value, this target acceleration value is outputted as is.